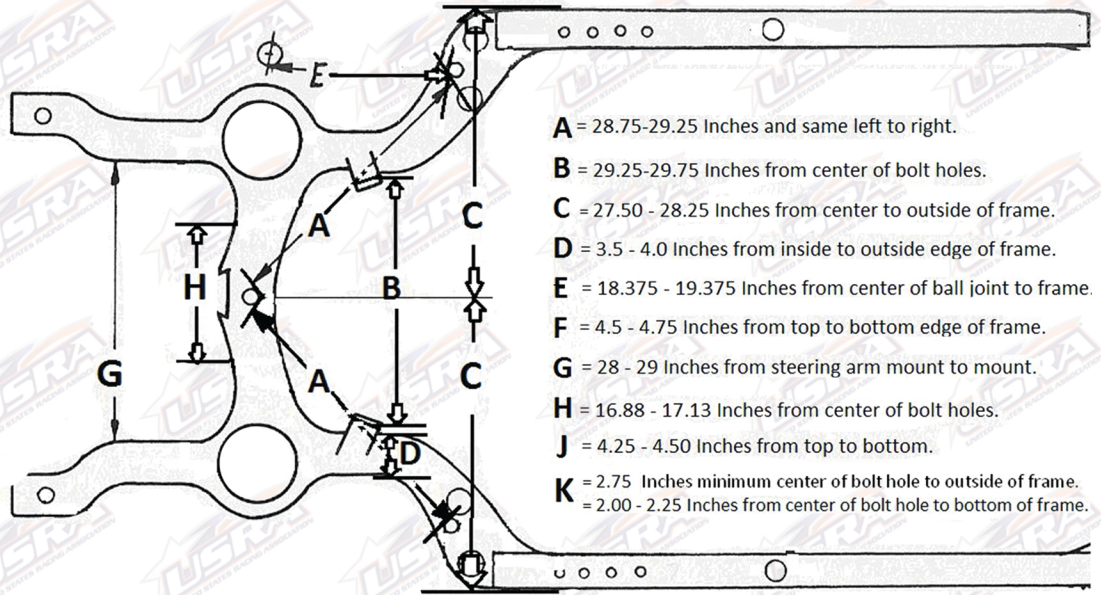




# USRA MODIFIED and USRA B-MOD FRAME DIAGRAMS

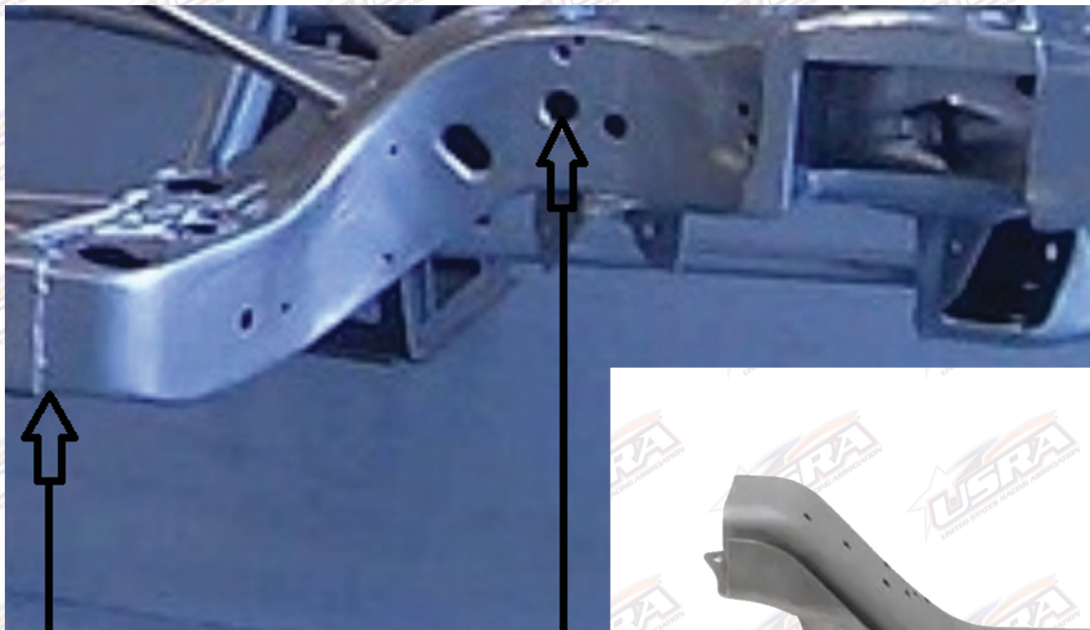
Revised November 21, 2022

The only alterations allowed to the factory stub are the front of the frame horns may be removed for bumper installation. For the installation of springs and shocks, (outside of frame may be plated from a point no more than eight inches in front of and behind of new spring bucket). Cross member may be cleared in front for center link, and altered in back for radiator clearance. Frame may be notched for clearance for tie rod travel and steering shaft. Upper A-frame mounts may be located in any configuration but must remain in the same general location as OEM with no alterations to frame.



- A** = 28.75-29.25 Inches and same left to right.
- B** = 29.25-29.75 Inches from center of bolt holes.
- C** = 27.50 - 28.25 Inches from center to outside of frame.
- D** = 3.5 - 4.0 Inches from inside to outside edge of frame.
- E** = 18.375 - 19.375 Inches from center of ball joint to frame.
- F** = 4.5 - 4.75 Inches from top to bottom edge of frame.
- G** = 28 - 29 Inches from steering arm mount to mount.
- H** = 16.88 - 17.13 Inches from center of bolt holes.
- J** = 4.25 - 4.50 Inches from top to bottom.
- K** = 2.75 Inches minimum center of bolt hole to outside of frame.  
= 2.00 - 2.25 Inches from center of bolt hole to bottom of frame.

## 1968-1972 GM Chevelle Frame



**L** = 5.5 - 6.5 Inches

6 inch difference from bottom of frame hole to the ground and bottom of frame to the ground.



**M**  
3.5 - 3.75 INCHES